



## 6233HKR (black) & 6233-1HKR (ceramic) COMPETITION HEADERS

### 2005 MUSTANG GT 4.6L 3V

Thank you for making HOOKER HEADERS your choice in a high-performance exhaust system. Extensive dyno/track testing has enabled HOOKER to offer the most advanced design in exhaust systems. The installation, while not complex, will take a certain amount of time. However, the additional horsepower and improved performance will more than justify your efforts. Proper installation and maintenance will ensure long life and maximum performance from your hooker exhaust system.

**WARNING!** Breaking in an engine with ceramic-coated headers WILL result in damage to the coating and will VOID all warranties. Ceramic-coated headers require several heat cycles to fully cure before they will withstand extreme heat. HOOKER recommends using a cast-iron exhaust manifold or an old header to break in new engines to avoid coating damage.

#### BEFORE STARTING

Your vehicle must be raised a minimum of 36 inches. A floor hoist is ideal. If no hoist is available, we strongly urge the use of axle stands as a safety measure.

**CAUTION!** YOUR CAR SHOULD NOT BE SUPPORTED ON A BUMPER JACK.

**NOTE:** Remove the O<sub>2</sub> sensors from the factory H-pipe (*label each one for correct positioning later*).

#### LEFT SIDE:

1. Disconnect the sensor wire at the air cleaner box and remove the unit for access to the manifold/header.
2. Remove the engine oil dipstick.
3. Remove the factory H-pipe.
4. Remove the left side stock manifold and all studs (end of stud is hexed for a 5mm socket).
5. With the wheels straight and steering column in the locked position, remove the upper bolt on the steering shaft at the rack and pinion (See Photo A).
6. Using a small amount of force, pull the shaft up about a 1/2" and back to disengage it from the steering shaft universal joint.
7. Insert the left side header into the engine bay from below. Install the gaskets and bolts.
8. Tighten all bolts evenly to ensure a proper gasket seal to the head.
9. Reinstall the O<sub>2</sub> sensors in the correct position as removed (O<sub>2</sub> extension harnesses supplied).
10. Reinstall the steering shaft into the coupler. Slide the shaft down into the socket and tighten the bolt.
11. Reinstall the engine oil dipstick. Note that it may be necessary to line the tube up with the hole from below the vehicle before final insertion.
12. Reinstall the air cleaner box and reconnect the sensor wire.



Photo A

**RIGHT SIDE:**

- 1 Remove the stock manifolds and all studs (end of stud is hexed for a 5mm socket).
- 2 Insert the right side header into the engine bay from below. Rotate the header, so the flange surface is up and the tail of header is down to insert into the engine bay.
- 3 Install the gasket and bolts, tightening the header evenly to ensure proper gasket seal to the head.
- 4 Re-install the O<sub>2</sub> sensors in the correct position (O<sub>2</sub> extension harnesses supplied).

**NOTE:** The stainless steel X-pipe kit (**16684HKR**) is a direct slip on component, designed to fit with the 6233HKR headers. 6233HKR headers are also designed to allow for re-use of the factory h-pipe by cutting the H-pipe pipe 4" in front of hanger bracket and expanding it at a muffler shop to slip over header.

**HOOKER TECHNICAL SUPPORT: 1-866-GOHOLLEY**

**LIMITATION OF LIABILITY – DISCLAIMER:**

The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.

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In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

**THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.**

California vehicle code, sections 27156 AND 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOOKER Headers have not received an exemption from these code sections and are to legal for sale or use in California on vehicles originally equipped with catalytic converters, it is illegal, except for racing vehicles, which may never be driven upon a highway. To remove or otherwise render inoperative any emission control device on the regulated motor vehicles – check catalog listings to ensure proper application in the other 49 states, unless otherwise noted, HOOKER Headers are not legal for pollution-controlled motor vehicles, except for racing vehicles, which may never be used upon a highway and are not intended or applicable for highway use.

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**Date: 8-18-05**